

[CHAPTER 668]

AN ACT

Authorizing The Atchison, Topeka and Santa Fe Railway Company, or its successors, to convey to the States of Arizona and California, jointly or separately, for public highway purposes, an existing railroad bridge across the Colorado River, formerly known as the Red Rock Bridge, near Topock, Arizona.

December 22, 1944
[H. R. 4910]
[Public Law 537]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in order to facilitate interstate commerce, improve the postal service, and provide for military and other purposes, The Atchison, Topeka and Santa Fe Railway Company, or its successors, is hereby authorized to convey to the States of Arizona and California, jointly or separately, the existing railroad bridge and approaches thereto, across the Colorado River, formerly known as the Red Rock Bridge, located near Topock, Arizona, which bridge has been or will be superseded by realignment of a portion of The Atchison, Topeka and Santa Fe Railroad and construction upstream from said existing bridge of a new railroad bridge.

The Atchison, Topeka and Santa Fe Railway Company.
Conveyance of bridge.

SEC. 2. The States of Arizona and California, jointly or separately, are hereby authorized to accept title to, and thereafter to construct, reconstruct, maintain, and operate said bridge, as a free highway bridge, and approaches thereto in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906 (U. S. C., 1940 edition, title 33, ch. 11), and subject to the conditions and limitations contained in this Act.

Powers conferred on States of Arizona and California.

34 Stat. 84.

SEC. 3. There is hereby conferred upon the States of Arizona and California, jointly or separately, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, reconstruction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Right to acquire real estate, etc.

SEC. 4. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved December 22, 1944.

[CHAPTER 669]

AN ACT

Authorizing the conveyance by the Secretary of the Interior to The Chesapeake and Ohio Railway Company, a railroad corporation, of certain perpetual easements near Afton, in Augusta and Nelson Counties, Virginia, being a portion of the Blue Ridge Parkway land of the Shenandoah National Park.

December 22, 1944
[H. R. 5453]
[Public Law 538]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized to grant and convey to The Chesapeake and Ohio Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Virginia, its successors or assigns, perpetual easements across and under two parcels of land located near Afton, in Augusta and Nelson Counties, Virginia, more particularly described as follows:

The Chesapeake and Ohio Railway Company.
Conveyance of certain perpetual easements near Afton, Va.

Parcel Numbered 1, now owned in fee simple by the United States of America in Nelson County, Virginia:

Parcel 1.

Beginning at a point twenty-five feet southwesterly and radially from the located center line of a proposed main track and tunnel on the Mountain Subdivision of The Chesapeake and Ohio Railway Company, also being in property line dividing the lands of the United States of America used for Blue Ridge Parkway and the Swannanoa Development Corporation which bears north eighty-seven degrees sixteen minutes east through proposed center line of main track at station 1197+09.72 which is on a three degree fifteen minute curve (the tangent of this curve produced intersects said property line at a point ninety-six and six-tenths feet south thirty-four degrees forty-four minutes east from the point of tangent of curve and at a point one hundred and seventy-seven and three one-hundredths feet south eighty-seven degrees sixteen minutes west measured along property line from corner numbered 5 and one hundred and twenty-four and eighty one-hundredths feet north eighty-seven degrees sixteen minutes east measured along property line from monument numbered 4); thence north eighty-seven degrees sixteen minutes east on property line and across proposed center line of main track fifty-nine and eight-tenths feet, more or less, to a point twenty-five feet northeasterly and radially from proposed center line of main track; thence southeasterly parallel with and twenty-five feet from proposed center line of main track which is on a three degree fifteen minute curve to the left sixty-eight and five-tenths feet, more or less, to a point in property line dividing the lands of the United States of America used for Blue Ridge Parkway and the Commonwealth of Virginia used for United States Route Numbered 250 which bears south sixty-seven degrees forty-eight minutes west through proposed center line at station 1196+30.97 which is thirty and thirteen one-hundredths feet south sixty-seven degrees forty-eight minutes west from northeast end of course and one hundred and twenty-two and twenty-one one-hundredths feet north sixty-seven degrees forty-eight minutes east from southwest end of course; thence south sixty-seven degrees forty-eight minutes west on property line and across proposed center line fifty-two and five-tenths feet, more or less, to a point twenty-five feet southwesterly and radially from proposed center line of main track; thence northwesterly parallel with and twenty-five feet from proposed center line of main track which is on a three degree fifteen minute curve to the right eighty-nine and no tenths feet, more or less, to point of beginning; and containing nine one-hundredths acre, more or less.

Parcel 2.

Parcel Numbered 2, now owned in fee simple by the United States of America in Augusta County, Virginia:

Beginning at a point twenty-five feet northeasterly at right angles from the located center line of a proposed main track and tunnel on the Mountain Subdivision of The Chesapeake and Ohio Railway Company, also being in property line dividing the lands of the United States of America used for Blue Ridge Parkway and the Commonwealth of Virginia used for United States Route Numbered 250, which bears north three degrees sixteen minutes west through proposed center line of main track at station 1211+23.87; thence south thirty-four degrees forty-four minutes east parallel with and twenty-five feet from proposed center line of main track and tunnel across Skyline Drive six hundred and eighty-five and seventy-six one-hundredths feet to a point in property line dividing the lands of the United States of America used for Blue Ridge Parkway and the Swannanoa Development Corporation, which bears south one degree forty-two minutes thirty seconds east through proposed center line of main track at station 1204+40.5 which is one hundred and eighty-seven and twenty one-hundredths feet south one degree forty-two

minutes thirty seconds east measured along property line from iron pin corner numbered 20 and seventy-one and forty one-hundredths feet north one degree forty-two minutes thirty seconds west measured along property line from corner numbered 1; thence south one degree forty-two minutes thirty seconds east on property line and across center line ninety-one and seventy-four one-hundredths feet to a point twenty-five feet southwesterly at right angles from proposed center line of main track; thence north thirty-four degrees forty-four minutes west parallel with and twenty-five feet from proposed center line of main track and tunnel six hundred and eighty and ninety-eight one-hundredths feet to a point in first above-described property line; thence north three degrees sixteen minutes west on property line ninety-five and seventy-eight one-hundredths feet to point of beginning; and containing seventy-eight one hundredths acre, more or less.

The said easements are to be used for location of a railroad tunnel under the said Blue Ridge Parkway property near Afton, Virginia, and shall be conveyed subject to such terms and conditions as the Secretary of the Interior may deem advisable.

Use for railroad tunnel.

No part of the said easements shall be used for any other than railroad purposes, and in the event of any breach of this restriction, or in the event any part of said easements ceases to be used for railroad purposes, the entire interest herein authorized to be granted shall forthwith revert to the United States of America.

Reversionary provision.

The United States of America shall have the right to use the said property in any way or manner not inconsistent with or conflicting with the use of the easements for railroad purposes as authorized herein to be granted to said The Chesapeake and Ohio Railway Company.

Federal right reserved.

The Secretary of the Interior shall cause an appraisal to be made of the value of the said easements, including the resulting damage, if any, to the residue of the land, which said appraisal, after approval by the Secretary of the Interior, shall be paid in cash by The Chesapeake and Ohio Railway Company as the consideration for the conveyance of said easements to it by the United States of America.

Consideration for conveyance.

Approved December 22, 1944.

[CHAPTER 670]

AN ACT

To transfer certain land in Nacogdoches County, Texas, to the United States Forest Service.

December 22, 1944
[H. R. 5551]
[Public Law 539]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That upon the written consent of the majority of directors, Texas Rural Communities Corporation, the Secretary of Agriculture is hereby directed to convey, grant, transfer, and quitclaim forthwith to the United States, for subsequent administration as a part of the Angelina National Forest and subject to all laws and regulations applicable thereto, all right, title, claim, interest, equity, and estate in and to the following-described lands administered by the Secretary as trustee, under an agreement of transfer, dated October 31, 1939, with the Texas Rural Communities Corporation and situated in the county of Nacogdoches, State of Texas, together with the improvements thereon and the rights and the appurtenances thereunto belonging or appertaining, to wit:

Angelina National Forest, Tex.
Transfer of land.

Two thousand four hundred and ninety-nine acres, more or less, located in Nacogdoches County, Texas, and known as the Nacogdoches farms project of the Farm Security Administration of the War Food Administration, within the United States Department of Agriculture.

SEC. 2. Until such times as the Congress by concurrent resolution,

Authority of War Food Administrator.